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The 767 was the first Boeing wide-body to be designed with a two-crew digital glass cockpit. Cathode ray tube (CRT) color displays and new electronics replaced the role of the flight engineer by enabling the pilot and co-pilot to monitor aircraft systems directly. Despite the promise of reduced crew costs, United Airlines initially demanded a conventional three-person cockpit, citing concerns ...

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includes elements taken from class notes, computer-based training, and operational experience. It is intended for use by initial qualification crewmembers, and also for systems review prior to recurrent training or check rides.

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Boeing 767-200: 1978 / 1981: 2013: Initial variant, including 767-200ER and KC-767 tanker based on 767-200ER for Italy and Japan. Boeing 767-300: 1983 / 1986: Stretched variant, including 767-300ER latterly. Currently produced as the 767-300F Freighter. Boeing 767-400ER: 1997 / 1999: 2013: Stretched variant, with flightdeck based on 777. Boeing KC-46A Pegasus

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FAA warns about Boeing 747 & 767 fuel tank ignition risk. The Federal Aviation Administration released two new airworthiness directives (AD) which require the airlines of the United States to modify their Boeing 747s and Boeing 767s fuel tank monitoring systems in order to prevent the risk of ignition within the tanks. The new directives apply for Boeing 747-400, 767-200, 767-300, 767-300F models as well as 767-400ER series jets, the FAA announced on October 6, 2020.

FAA warns about Boeing 747 & 767 fuel tank ignition risk

767-200 and 767-300 models, the model designator will show 757-300 – 767-300. If information is applicable to models that are not consecutively numbered, a comma (,) is used in the model designator. For example, if information is applicable to only 757-200 and 767-400 models, the model designator will show 757-200, 767-400. Model 757-200 757-300

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